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CLAIM AMENDMENTS

1. (Original) A vehicle steering or guidance system,
comprising a route marker,
disposed along, or in proximity to, a prescribed route,
and responsive to interrogation by a vehicle mounted transducer,
to provide vehicle route guidance and steering direction.

2. (Original) A vehicle steering system,
as claimed in Claim 1,
with a route marker configured to respond to interrogation
by, say, relay of route and/or traffic data.

3. (Currently amended) A vehicle steering system,
as claimed in ~~either of the preceding claims~~ Claim 1,
with a route marker configured as a continuous element,
such as a cable, (flat) rail, strip, tape or band.

4. (Currently amended) A vehicle steering system,
as claimed in ~~any of the preceding claims~~ Claim 1,

with a route marker configured as multiple discrete elements,
laid in succession and mutually juxtaposed in relation to one another,
and one or more prescribed routes.

5. (Currently amended) A vehicle steering system,
as claimed in ~~any of the preceding claims~~ Claim 1,
with a combination of continuous and discrete route markers.

6. (Currently amended) A vehicle steering system,
as claimed in ~~any of the preceding claims~~ Claim 1,
with one or more notional continuous route pathways,
defined by multiple discrete pathway markers or marker beacons.

7. (Currently amended) A vehicle steering system,
as claimed in ~~any of the preceding claims~~ Claim 1,
wherein individual markers comprise radio frequency (RF) identification (ID) tags,
with integral flash memory chips for read/write data storage.

8. (Currently amended) A vehicle steering system,
as claimed in ~~any of the preceding claims~~ Claim 1,
wherein markers supplement, or are integrated within,
otherwise conventional reflective optical markers, such as 'cats-eyes'.

9. (Currently amended) A vehicle steering system,
as claimed in ~~any of the preceding claims~~ Claim 1,
with route markers configured as magnetised identification tags,
with a localised 'field of influence',
allowing coding, by say polarisation, to reflect travel direction.

10. (Currently amended) A vehicle steering system,
as claimed in ~~any of the preceding claims~~ Claim 1,
with route markers disposed in a mutually staggered array,
that is with a lateral offset to straddle a notional route centre line reference.

11. (Currently amended) A vehicle steering system,
as claimed in ~~any of the preceding claims~~ Claim 1,
with multiple individual route markers configured for collective response,
in groups or cells defining a common sphere of influence.

12. (Currently amended) A vehicle steering system,
as claimed in ~~any of the preceding claims~~ Claim 1,
with multiple individual route marker disposition and frequency
reflecting route complexity and convolution,
with, additional markers at tight route curvature or bends.

13. (Currently amended) A vehicle steering system,
as claimed in ~~any of the preceding claims~~ Claim 1,
with a default minimum, of say, 3/4 discrete route markers, in close proximity,
imposed for a collective position fix,
with an on-board vehicle arbitrator to mediate therebetween.

14. (Currently amended) A vehicle steering system,
as claimed in ~~any of the preceding claims~~ Claim 1,
wherein route marker functionality includes some or all of:

- a) pre-program by passage of a reference vehicle over the route;

b) record vehicle ID and time of passage - accessible to later traffic for collision avoidance and transit history;

c) interrogation facility for accident investigation;

d) interrogation for productivity / performance assessment and maintenance regime;

e) service as wayside beacons with bolstered transmit radiation mode;

f) selective grouping for route banding and multiple routing.

15. (Currently amended) A vehicle steering system,
as claimed in ~~any of the preceding claims~~ Claim 1,
configured with backup redundancy,
through multiple independent steering systems.

16. (Currently amended) A vehicle steering system,
as claimed in ~~any of the preceding claims~~ Claim 1,
with a facility for triggering emergency vehicle braking,

upon steering system failure.

17. (Original) An automated vehicle steering system, comprising a primary module (10), referring to a physical reference line (30), or multiple discrete route markers (66); and a secondary module (20), referring to an independent reference store (18), expressed as a sequential instruction table, configured as an emergency backup, implemented upon failure of the primary module.

18. (Currently amended) A vehicle steering system, as claimed in ~~any of the preceding claims~~ Claim 1, wherein a prescribed route (50) is subdivided, into sequential segments (36), each accorded a respective steering instruction, in relation to a preceding segment.

19. (Original) A vehicle steering or guidance system,
comprising
a vehicle mounted transducer,
configured to interrogate one or more route markers,
disposed along, or in proximity to, a prescribed route,
and responsive to marker reply to such interrogation,
by providing vehicle route guidance and steering direction,
to a steering actuator.

20. (Canceled) A vehicle steering system,
substantially as hereinbefore described,
with reference to, and as shown in, the accompanying drawings.

21. (Currently amended) A vehicle incorporating a steering system,
as claimed in ~~any of the preceding claims~~ Claim 2.

22. (Original) An emergency combined steering and braking system, for a (road) vehicle,
using accumulated sequential pre-stored route data,
to determine current position and future steering action,

in order to follow a prescribed route,
and, in emergency circumstances, to trigger braking action,
consistent with vehicle route speed and onward route profile,
and thereby to bring the vehicle safely to a halt,
while preserving directional control,
and adherence to the prescribed route.